

# Midcoast Community Council

*An elected Municipal Advisory Council to the San Mateo County Board of Supervisors*

P.O. Box 248, Moss Beach, CA 94038      www.MidcoastCommunityCouncil.org

Dave Olson . Claire Toutant . Lisa Ketcham . Dan Haggerty . Chris Johnson . Brandon Kwan . Barbra Mathewson  
Chair      Vice Chair      Secretary      Treasurer

## Approved Minutes: Meeting on July 11, 2018, at GCSD

**Call to Order.** 7:00 PM

Attendance: 6 councilmembers present (Chris Johnson absent)  
5 County representatives; 13 members of the public

**Agenda order adjusted for late arrivals.**

**3. Consent Agenda -- approved 6-0.**

- a. Approve Minutes for June 27, 2018.
- b. Approve fiscal year 2017-2018 Treasurer Report

**2. Public Comment and Announcements -- none**

**5. Council Activity – Correspondence & meetings attended.**

Barbra: Caltrans Adopt-a-Highway application was submitted 3 weeks ago. County Counsel says no legal issues with MCC adoption of Moss Beach segment and setting up ad hoc committees for cleanup.

Lisa reported to Caltrans District 4 maintenance site re traffic signal malfunction at tunnel south portal -- signal kept activating without any cars or pedestrians near the button or sensors on July 3. Caltrans acknowledged -- will be addressed.

**6. Future Agendas – nothing to report**

**4.a. (7:08) “Half Moon Bay: Let’s Talk About Housing”** preview presentation.

Deputy County Manager Peggy Jensen described the event to be held on July 15 at Ted Adcock Center from 1pm until 3:30pm. Lunch at 1pm. Program starts at 1:30 with welcome and short presentation on current state of housing. City Council members will be there to listen. Childcare will be available and program conducted in English & Spanish. Majority of time will be focused on discussion at tables, with participants talking to each other, listening and learning.

- How do housing issues affect you and people you know in HMB?
- What are your hopes for the future of our community?

Presentation of range of housing options -- then back to tables for discussion.

- Which housing options seem promising based on community needs?
- What are concerns or other ideas for options?

Facilitators will take notes. There will be brief oral reports from table discussions. Notes will be compiled in written report.

This is first of two housing meetings in HMB. Topic for second meeting depends on what community says at first meeting.

**1. (7:22) Board of Supervisors’ Report & Reports from other Government Officials**

Supervisor Horsley:

Introduced 2 other Aides Jazzalyn Lamadora and Michelle Buzbee.

**Tunitas Creek Beach:** County received \$5M in State budget to help make this a County Park. Emergency vehicle access has been created down to the beach. It will take a couple years to address access, environmental degradation, and open a ranger station.

**National Night Out** is Tues, Aug 7 -- block parties encouraged to foster neighborhood connections, and police/community partnerships.

**Parallel Trail** southern segment is at around 90% design. Recent SAM project as-built plan showed different location for pipeline so trail plans required adjustment. Construction cost is now up to \$3.9M. Construction will start early next year.

**New County Manager** will be Mike Callagy appointed to start in November.

**4.b. (7:34) Study Session: Transportation Planning and Projects (Ketcham).**

Desired outcome: Raise community awareness and promote informed public participation in local government

Lisa gave the presentation:

<http://www.midcoastcommunitycouncil.org/storage/mtgs-com2018/2018-07-11-Transportation-Study-Session.pdf>

Ric Lohman, Montara: As former MCC member, thanked the Council for keeping this important public forum going all these years. CHP should enforce no-parking on Hwy 1 – aggravates the hazardous situation at GWC.

Bill Kehoe, Moss Beach: Thanks for the detailed study. For many years Midcoast community members have worked on this issue, simply asking for median refuges to cross one lane at a time, and a speed limit that's livable.

Claire: What are we actually trying to do to make the highway safer for pedestrians, and get people to the beach? She was involved in chain rear-end collision at GWC due to pedestrian darting out into traffic -- no way for driver in that location to anticipate that -- can't see far enough ahead not to hit people. Policies point to reducing number of cars on the road, and providing for public access to the beach. Why let people park where they shouldn't and cross at places that aren't safe, and where there is inadequate parking? Let's get creative and do something entirely different. Ban parking on Hwy 1 where it creates hazards. Limiting GWC access to shuttle buses and park & ride lots would leave some money to make it safe for people who live here to get across the highway bisecting their community.

Dave: Beach shuttle program won't work if bus sits in traffic for 2 hours.

**4.c. (8:32) Letters of support for County grant applications for Gray Whale Cove construction (Olson).**

Motion (Lisa/Barbra): Add to agenda item consideration of draft memo to Supervisor Horsley on GWC project. Approved 5-1 (Dan opposed).

Lisa: The draft memo supports moving forward with the center turn lane, but not the crossing as proposed, which has been relocated adjacent to the parking lot entrance. This puts the crossing significantly out of the pedestrian line of travel, adds vehicle cross-highway movements to the crossing, and removes the opportunity to use the empty median area to the north for 2-stage crossing. It is clear that the community does not support the crossing location and its reliance on the Hawk signal to stop traffic.

Sunny Hibbits, Montara, is opposed to the signal – wants pedestrian tunnel. She posted online Nextdoor poll “Traffic light or underground pass at Gray Whale Cove” with 564 votes, 91% for underground crossing. She is also concerned that “blinker” light will lead eventually to stop light.

Warren Haack, El Granada, wants MCC to support pedestrian tunnel. He is absolutely opposed to any kind of signal due to concern with traffic backups. Road rage from traffic delays will cause accidents. No comment on left turn lane.

Erin Deinzer, Montara, is opposed to at-grade pedestrian crossing. Points out shuttle access to Muir Woods. Suggests community-based funding for tunnel.

Carl May, Moss Beach: Anything that slows or stops traffic on Hwy 1 causes backups.

The community cannot comment favorably on grant applications when project details aren't pinned down. He supports draft memo to Supervisor as possible temporary solution with median refuge area that does not stop traffic.

Ric Lohman, Montara: Peak-hour pedestrian counts at GWC ensure there will be major traffic backups. With 4-minute delay, people will cross without the signal. Tunnel is best solution. He supports center turn lanes, 2-stage crossing opportunity at center median area, and draft letter to Supervisor. No grant support.

Chris Romero, Pacifica: Crossings are built with best intentions, but people will ignore them if they are not convenient. Build center turn lane now, have center median for 2-stage crossing if possible, then tunnel as soon as possible.

Marcia Yeates, Moss Beach, supports tunnel and memo to Supervisor. No stop lights.

Bill Kehoe, Moss Beach, opposes traffic signal and supports draft memo to Supervisor.

Medians are good but not on blind curve. Close parking & beach, and direct people to beaches further south with parking on west side. Any improvements at GWC will attract even more people and make the problem greater.

Dolores Silva, Resist Density: Crossing signal will slow traffic and is just not safe.

Dave: HAWK signal is not prelude to signal. Caltrans requested HAWK due to curve only to make it safer for pedestrians. Funding and engineering would be difficult for tunnel.

Supervisor Horsley: State Parks estimates 62,000 people go to GWC per year.

Caltrans will model the signal with pedestrian & traffic counts to be sure traffic won't be delayed too much. If it backs up traffic for a mile, they won't do it.

Caltrans is not going to build a tunnel with state money. If local people want to pursue that anyway, contact your State representatives (Hill, Mullen, Berman). The County is not going to pursue a tunnel. The location is geologically complicated and would have to be ADA compliant. Ramp takes a lot of space. Doesn't think there's enough land on west side.

Ellie Dallman: The grant applications are for construction-ready projects. ATP (Active Transportation Program -- bike/ped and traffic calming) is due end July. HSIP (Highway Safety Improvement Program) is due Aug 31. County is applying for 2 grants in case one is not selected -- applying for remaining amount needed for construction -- around \$2M.

Dan: Tunnel is only option to provide 100% pedestrian safety. He has 550 signatures on a petition:

- Request the SMC BoS stop the current plan for a stop light at GWC.
- Request a new process of comprehensive community input and participation be activated including an option for a pedestrian tunnel crossing.

Dan disagrees with tunnel estimate of \$10-12M. Cost for concrete tunnel box is \$50K and ADA lift \$90K, eliminating need for ramp, and bringing cost down to \$2-3M.

Construction is not complicated.

Parking lot existing entrance is ideal location -- moved south is more dangerous due to blind curve. Turn lanes are OK in concept, but in right location. Narrowing parking lot opening forces cars to exit slowly making 90-degree turn. Cars exiting lot need to angle toward their direction of travel and then take off pedal-to-the-metal at break in traffic. Adding a pedestrian crossing at that location is too much in that tight space. People won't walk out of their way and wait at a signal. This project is throwing public money away.

Claire doesn't think there's any safe way to have cars and pedestrians together in that section of highway. Something else should be explored -- not necessarily the underpass. Project is well advanced and there are components that are probably beneficial. Main goal of crossings project is to get the improvements we need in Moss

Beach and Montara. She is worried about ramifications of what we decide tonight -- how GWC affects getting support for other Midcoast projects. She supports finishing the turn lanes without the pedestrian beacon, and the memo by Lisa/Barbra to Supervisor Horsley.

Supervisor Horsley thinks GWC is a good demonstration project for the HAWK signal, and if it works there, could be applied elsewhere in the Midcoast. They won't abandon the project but will do more modeling for HAWK signal. Roundabout at Cypress is probably the next project -- estimated cost \$8.5M. It was high priority for MCC and signal warrant is already met for that intersection. County is working with Caltrans on it.

Sunny's dad: People don't want the HAWK signal anywhere in the Midcoast.

Carl May: Midcoast is no way similar to HAWK signals on El Camino -- urban design not wanted here.

Brandon: We have lots of crazy drivers -- signal won't protect from that. Status quo at GWC is OK. People could fund raise from private sources.

Barbra: Research on website shows Midcoast crossings issue going back to 2002. There has been a lot of turnover on MCC, Caltrans, and County. It's disheartening that it seems like we're spinning our wheels. She is against the beacon at GWC and anything that's going to stop traffic.

Dave likes the idea of under/overpass, but thinks it's not politically feasible to get it done. The road fill at that location is substandard and unstable for a tunnel and lies right along an earthquake fault. A lot of people are already crossing there. Turn lanes and lead-in signals will improve safety. He doesn't want to wait for perfect solution -- wants to see crosswalk built now.

Motion (Lisa/Barbra): Approve draft memo to Supervisor Horsley -- motion failed 3-3 (Dave, Brandon, Dan opposed).

Motion (Dave): Approve letters supporting grant applications for Gray Whale Cove Improvement Project. -- motion failed for lack of a second.

Adjourn: 10:12 PM